

### 5.9.1 Transit Standards

The applicant shall provide transit related site design features and amenities for transit riders such as shelters, benches and lights in conformance with the standards referenced in [Chapter 6 Part 4](#).

### 5.9.2 Connections

#### A. Generally Applicable Standards

#### 1. Direct pedestrian or vehicular connections are required as follows:

##### a. Residential Developments

- i. Existing stub streets shall be extended to serve the new development and connect with adjacent residential areas unless the Director of Works and the Planning Director jointly determine such extension is infeasible due to physical constraints or when the connection would increase the street classification of the extended street inappropriately or a connection would be the primary means of access for a high density development through a low density development. This requirement is not subject to the LDC waiver provision listed in Chapter 11, Part 8, however the legislative body may approved a development plan with an alternative plan for connectivity in conjunction with a change in zoning or review of Planning Commission action on a development plan pursuant to section 11.7.5 of the LDC.
- ii. Sites abutting vacant parcels shall create stub streets to serve future developments unless the Director of Works and the Planning Director jointly determine such extension is infeasible due to physical or environmental constraints.
- iii. All residential block faces shall be no more than 1,600 feet in length.
- iv. Pedestrian paths linking adjacent residential areas may be substituted for street connections, when approved by the Director of Works and the Planning Director.
- v. Pedestrian paths shall be provided to connect residential developments with adjacent non-residential uses, unless the Planning Director determines such connection is redundant or inappropriate because of the nature of the non-residential use.

##### b. Non-Residential Developments

- i. A Clearly defined, safe pedestrian access shall be provided from adjacent public rights-of-way (public sidewalk) through off-street parking area to non-residential building entrances.

If a transit stop exists or is proposed adjacent to the site; the safe pedestrian access shall connect to the public sidewalk within 50 feet of the transit stop.

- ii. Abutting non-residential uses shall provide for vehicular and pedestrian circulation between their sites, through parking lot or alley connections, hard surface walkways, and similar measures.
- iii. Non-residential uses adjacent to vacant residentially zoned sites shall provide an access easement for pedestrian access, unless the Planning Director determines such extension is infeasible due to physical or environmental constraints. This requirement is not subject to the LDC waiver provision listed in Chapter 11, Part 8..
- iv. Curb cuts –The number and width of curb cuts shall be limited in conformance with the access management principles contained in **Chapter 6 Part 1**. Sites with multiple buildings shall have unified/joint access.
- v. Pedestrian walkways traversing a parking lot with more than 100 spaces shall meet the following standards:
  - Walkways adjacent to parking spaces shall be at least 4 feet wide and shall be separated from vehicles by a change in grade (4 inch minimum), curbing, bollards, wheel stops or landscaping. Walkways connecting handicapped parking spaces with building entrances shall be at least 5 feet wide.
  - Walkways crossing parking lot drive aisles shall be delineated by striping, contrasting pavement materials, elevated pavement, or a combination of these measures. Walkways shall not be delineated to pass behind a row of parking spaces.
- vi. Truck Access – Site access shall be designed so that truck and service vehicle traffic generated by a development shall gain access to the site from the primary corridor rather than through adjacent residential areas.

**NOTE:** *Alternative paving materials should be smooth surfaces, to avoid problems for pedestrians.*

### B. Additional standards for Suburban Form Districts

- 1. Street hierarchy and circulation plan – The applicant shall consult with the Director of Works and TARC to establish an internal street hierarchy and circulation plan that addresses truck access to loading facilities, demonstrates adequate design for truck maneuvering, and includes circulation for pedestrians, bicycles, and where appropriate, mass transit.
- 2. Alternative vehicular access points from secondary roads are encouraged to relieve traffic on the adjacent main thoroughfare and to separate local from through traffic.

3. Where appropriate, "backage" roads shall be provided along the rear lot lines of outlots and parcels of comparable depth along the primary corridor to provide an alternative means of vehicular access to adjacent developments.
- C. Additional standards for Traditional Form Districts (excluding Downtown Form District)
1. Sites with drive-throughs as permitted within **Chapter 5 Part 5** may have a second curb cut to prevent traffic circulation and parking in front of the building.
  2. Street Hierarchy and Circulation Plan. The applicant shall consult with the Director of Works and TARC to establish an internal street hierarchy and circulation plan that addresses truck access to loading facilities, demonstrates adequate design for truck maneuvering, and includes circulation for pedestrians, bicycles and where appropriate, mass transit.
  3. Rail Access. Rail access and spur lines shall be related to topography and the existing street pattern. They shall be fenced and buffered from adjacent residential property.
  4. There shall be no traffic circulation or parking in front of principal buildings. Sites with multiple buildings shall have unified/joint access.
- D. Additional Standards for Downtown Form District
1. Truck Access – Truck access and/or service delivery shall be limited to:
    - On-street delivery/pick-up
    - Alley access
    - Delivery contained within the structure(s)
  2. Curb Cuts – The number and width of curb cuts shall be limited in accordance with the access management standards contained in **Chapter 6 Part 1** (Access Management). Sites with multiple buildings shall have unified/joint access. Curb cuts shall only be permitted for parking garages, off-street parking lots accommodating 10 or more vehicles, and loading areas where alley access is not available.